

# Request for Information

*Prepared For:*

**Commonwealth of Kentucky**

Office of Finance

Tourism, Arts and Heritage Cabinet



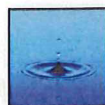
*For:*

RFI No.: 850 1000000021

## KRTA Recreational Trail Master Plan

*Due:*

May 20, 2010



Architecture Engineering Planning

815 West Market Street Suite 300 Louisville KY 40202

Ph. 502-585-2222 | Fx. 502-581-0406 | [www.qk4.com](http://www.qk4.com)

*Groundbreaking by Design.*



Architecture  
Engineering  
Planning

The Glassworks District  
815 West Market Street, Suite 300  
Louisville, Kentucky 40202  
Ph. 502-585-2222  
Fx. 502-581-0406  
[www.qk4.com](http://www.qk4.com)

May 20, 2010

Tim Pollard  
Executive Director, Office of Finance  
Tourism, Arts, and Heritage Cabinet  
500 Mero Street  
24<sup>th</sup> Floor, Capital Plaza Tower  
Frankfort, KY 40601

**RFI No.: 850 1000000021**  
**KRTA Recreational Trail Master Plan**

Dear Mr. Pollard:

The goal of the KRTA is to make Kentucky a premier adventure tourism destination by identifying, developing, connecting, and promoting a statewide trail program. We have proposed a methodology to reach that goal, and have a team of professionals in house that stand ready to assist KRTA should an RFP be developed.

Qk4 is excited to respond to the Request for Information for a Comprehensive Recreation Trail Master Plan. Outlined in this response is a methodology for gathering information, seeking input, developing a GIS network of trails, design, construction, and implementation of a plan. Cost estimates have also been provided as a guide for an RFP. Qk4 has successfully worked with clients for plan and trail development, design, and construction, has a working relationship with statewide and local entities, and has a staff of highly qualified and experienced personnel. Qk4 stands ready to assist KRTA in achieving the goal of identifying, developing, connecting and promoting a statewide trail program.

Thank you for this opportunity, and we look forward to working with you on this endeavor.

Sincerely yours,

David E. Smith, PE  
President and CEO



# Commonwealth of Kentucky SOLICITATION

**TITLE:** Comprehensive Recreational Trail Master Plan**DATE ISSUED**

2010-04-27

**SOLICITATION CLOSURES****Date:** 2010-05-20**Time:** 12:00:00**SOLICITATION NO.**

RFI 850 1000000022

ISSUED BY

ADDRESS TO

Tourism - Secretary's Office  
Tim PollardPlease see the Terms and Conditions  
For Information on where to submit  
Your Bid/Proposal.

VENDOR

REMIT TO

**Name:** Qk4**Address:** 815 West Market Street; Ste 300**City, State Zip Code:** Louisville, KY 40202**Phone #:** (502) 585-2222**Email Address:** dsmith@qk4.com**Contact Name:** David E. Smith**Contact Email:** dsmith@qk4.com**Vendor Customer (VC) #:****Name:****Address:****City, State Zip Code:****Phone #:****Email Address:****Contact Name:****Contact Email:****Vendor Customer (VC) #:****FOR INFORMATION CALL:**Tim Pollard  
502-564-4270**ONLINE BIDDING PROHIBITED**

No

**OWNERSHIP TYPE:**☐ Sole Proprietorship ☐ Partnership ☒ Corporation**SIGNATURE OF AUTHORIZED AGENT IS REQUIRED UNLESS RESPONSE IS SUBMITTED ELECTRONICALLY****FAILURE TO SIGN SHALL RENDER THE BID INVALID.**Signature X David E. Smith, President FEIN# 610865261 DATE 5-20-10*All offers subject to all terms and conditions contained in this solicitation.*

# REQUEST FOR INFORMATION

## COMPREHENSIVE RECREATIONAL TRAIL MASTER PLAN

Information  
Requested

### 1. Describe the best approach to planning a Cross State Trail System and to accomplish the established goals set by KRTA.

Development of a Cross State Trail System would best be accomplished through a bottoms-up approach. Recreational trails are essentially local features and, while some trails may entail longer lengths and distances than others, most are generally developed in that fashion initially. Identification of these local trails, and of any regional trails, would best be accomplished through coordination with the 15 Area Development Districts (ADDs) and nine Metropolitan Planning Organizations (MPOs) in conjunction with KRTA. Each ADD and MPO has local and/or regional committee structures in place that can be supplemented with trail experts. This would allow for statewide input into the plan. These existing entities can also educate their committee members on trail usage and priorities to help generate public support for the plan as it develops.

Existing ADD/MPO Tourism Committees or working groups, where they currently exist, or a special ADD/MPO task force, where an existing entity is not present, would be the focal points for identifying which local trails would be the best candidates for inclusion in a Cross Trail System. Candidate local trails that could become part of regional trails, which could, in turn, become part of multi-regional or even statewide trails, would be identified in this manner. KRTA would make the final determination about which trails to include.

### 2. Describe the key elements associated with completing a Recreational Trail Master Plan and implementing a Cross State Trail System, including an estimated timeline and detailed cost estimates.

Each element described below would include the working groups identified in Question 1.

#### I. Inventory and Mapping

- A. Establish trail standards, e.g., Mountain Bike Trails, Equestrian Trails, etc., to identify which proposed trails will be assessed for incorporation into a new plan
- B. Establish mapping standards for the GIS data
- C. Gather completed plans from across Kentucky that contain existing or proposed trails and evaluate those trails using the established standards
- D. Utilize available mapping included in KRTA, KIA, or other existing data for identified trails as a foundation for a statewide GIS database
- E. Field locate trails that do not have existing mapping and incorporate them into the GIS database

#### II. Gap Analysis

- A. Identify gaps and potential connectors at the regional level
- B. Identify gaps and potential connectors at the statewide level

#### III. System Development

- A. Build a proposed statewide system of recreational trails based on stakeholder input, priorities, the Inventory and Gap Analysis, field reconnaissance and GIS analysis
- B. Develop per-mile cost estimates for the proposed system
- C. Develop a recommended program for implementation based on priorities and costs for development



Groundbreaking by Design.

# REQUEST FOR INFORMATION

## COMPREHENSIVE RECREATIONAL TRAIL MASTER PLAN

Information  
Requested

### IV. Trail Design and Construction Techniques

This will include a general discussion of design standards and construction techniques that will take into consideration the sensitive nature of some areas.

### V. Construction methods

Include general construction methods for trails and identify sensitive areas along trails that may require special attention.

### VI. Trail Signage Guidelines

Signs help manage the trail system and minimize liability by providing general information, warnings, and regulatory signs. This plan should include general sign guidelines and placement discussion.

### VII. Trail Maintenance and User Safety Program

Trails are an investment and should be maintained to acceptable standards to minimize hazards and liability. This plan should include a general discussion regarding maintenance and safety.

### VIII. Promote Trail Information to the People of Kentucky

There will be people that may not be reached through the committee structure. Once the plan is established and new trails identified, the public and users should be notified. This plan should recommend avenues to promote and educate the people of Kentucky.

### IX. Reporting

Summarize all activities in a final report, including detailed appendices and an executive summary. Final report will be in hard copy format and/or CD format and/or a web link, depending on the direction of KRTA.

The key elements can be performed in stages; therefore, a cost effort for this activity is speculative at this point and must be based on assumptions related to known information. From a cursory examination of existing information, it appears that Task IC. would necessitate considerable supplemental data coding, and possibly require the collection of additional data to be incorporated into a GIS database. Assuming Tasks ID. and IE. (Identification of additional trails not presently included in KRTA, KIA, or other existing data and field locating trails) are relatively small activities, it is estimated that this Recreational Trail Master Plan could be completed in 12 months for approximately \$317,000. This estimate is based on the following:

1. Only a modest level of additional inventory will be needed to identify additional trails, and that this information may be gathered in regional stakeholder meetings rather than through field trips. It is assumed that mapping existing and a modest level of new data would cost approximately \$57,000.
2. Meetings will be conducted at each of the 15 ADDs. These meetings will include any existing Tourism Committee or working group, but in any case will include a comprehensive group of trails stakeholders, elected officials, local media, and the general public. In addition, it is envisioned that up to three project team meetings



Groundbreaking by Design.

# REQUEST FOR INFORMATION

## COMPREHENSIVE RECREATIONAL TRAIL MASTER PLAN

Information  
Requested

will be held with representatives of KRTA, TAHC, and others invited by them. This task is estimated to cost approximately \$128,000.

3. Gaps and potential connectors will be identified, cost estimates will be prepared, and recommendations for project phasing and development will be provided. This task is estimated to cost approximately \$94,000.
4. A draft final report will be prepared in media directed by KTRA, and will be reviewed by KTRA and others at their choosing. Based on comments received, a final report will be prepared in media directed by KTRA. This task is estimated to cost \$38,000.

### 5. Describe the best approach to taking inventory of and mapping existing trails in Kentucky.

The inventory and mapping of existing trails will be a tiered approach. Existing data compiled by KRTA, KIA, and others will form the initial layer of a GIS-based database. Available mapping will be researched from various sources and compiled utilizing National Trail Mapping Standards and ArcGIS.

Because few trails are exposed from 10,000 feet due to tree cover, for those trails not yet mapped it is proposed that a Trimble RTK unit strapped to a backpack or mounted on an ATV, where accessible, be utilized to snap trailhead points using the Trimble R8 GNSS System.

Then, assuming that funds are not available to locate the entire length of each identified trail, users or associations within the ADD/MPO areas would assist in locating the remainder of each trail between the trail heads.

Trails will be further categorized into trails:

- I. Publicly owned, public use
- II. Privately owned, public use
- III. Privately owned, private use

This additional data along with other data needed by KRTA or the working groups will be incorporated into the GIS database. Field collection and database development will be modeled on specific project criteria.

### 6. Describe your company's experience in planning developing, and mapping trails, including Trail Master Plans.

Qk4 offers a broad range of experience in the planning of trails and shared use (pedestrian/bicycle) paths, including the mapping, master planning, and design of trails and shared use path facilities.

In 1989, Qk4 prepared the River Walk Master Plan for the City of Louisville, which closely parallels the Ohio River and includes the linkage of the downtown 4th Street Wharf and the west Louisville Shawnee and Chickasaw parks. This master plan was the beginning of what is now known as the "Louisville Loop" and an all encompassing network of bike and pedestrian trails through out the community. Qk4 received a Merit Award from the Kentucky Chapter of the American Society of Landscape Architects for this project.



Architecture Engineering Planning  
Groundbreaking by Design.

# REQUEST FOR INFORMATION

## COMPREHENSIVE RECREATIONAL TRAIL MASTER PLAN

Information  
Requested

As part of the development of the Complete Streets Guidelines for the Louisville Metro Development Code, Qk4 developed a Priority Corridor Implementation Plan for the master planning of bicycle and shared use paths along three critical corridors within the community: River Road, Taylorsville Road, and Third Street/New Cut Road. The implementation plan included the development of schematic plans and cross-sections for the development of on-road bike lanes and off-road shared use paths within the three corridors.

As part of the Bicycle Friendly movement within Louisville, Qk4 participated and help to sponsor the Bike Summit, which explored the promotion and expansion of bicycle friendly facilities within the community. The Summit brought together public agencies, designers, and bicycle enthusiasts, and resulted in the evaluation of the system, and prioritization of recommended improvements.

Qk4 has provided project information for these and other projects in this response that will demonstrate experience in the requested areas.

### 7. Describe your company's experience, if any, in trail design and construction.

Qk4 offers significant experience in the design of pedestrian sidewalks, and shared use trails. As local communities have sought to expand sidewalk facilities to meet the increased demand of pedestrian usage, Qk4 has provided design and construction observation for numerous sidewalk expansion and development initiatives; and, to support previously authored master planning efforts, Qk4 has provided design and construction observation for multiple trail or shared use path facilities.

Following the development of the master plan for the Louisville River Walk, Qk4 provided detailed design and construction observation of Phase 1 of the River Walk, which included the initial downtown segment between the 4th Street Wharf and 7th Street.

As a means to expand the River Walk to areas further south within the Louisville community, Qk4 provided design and construction observation for the Ohio River Levee Trail, within the area of Riverport in southwest Jefferson County. The shared use path connected two public recreation facilities, Riverview Park and the Farnsley Moreman Landing.

As expansion of the initial Ohio River Levee Trail and completion of the "Louisville Loop," Qk4 is currently working on a three-mile-long southerly extension of the trail, and the development of a trailhead facility with automobile parking and trailhead improvements to meet Louisville Metro Parks' latest standards for bicycle facilities.

In conjunction with a controlled access roadway redesign of a West Virginia Route 9, Qk4 developed construction plans for a parallel bicycle trail, which included the development of trail head facilities and interpretive stations along the trails that highlighted the historic features along the corridor.

### 8. Explain your experience in working with governmental entities.

Qk4 has successfully partnered with state and local governments on a variety of projects. Our experience with a wide range of project types and funding requirements gives clients comfort that we have the professional experience to address any issue that might arise. Our approach is carefully crafted by both Qk4 and the Client to ensure that each project is successful. Qk4 has completed projects for the Departments of Transportation in Kentucky, West Virginia, Tennessee, Indiana, Georgia, North Carolina and Virginia. In



Architecture Engineering Planning  
Groundbreaking by Design.

# REQUEST FOR INFORMATION

## COMPREHENSIVE RECREATIONAL TRAIL MASTER PLAN

Information  
Requested

Kentucky, Qk4 has enjoyed a working relationship with the cities of Bardstown, Louisville Lexington, Eminence, Bowling Green, Frankfort, Taylorsville, Campbellsville, Cynthiana, Henderson, Harrodsburg, Prospect, Jeffersontown, Munfordville, Shepherdsville, Harlan, Hazard, Pikeville, Hopkinsville, Leitchfield and a number of counties. In addition, Qk4 staff has worked with each of the Area Development Districts and Metropolitan Planning Organizations.

### **9. Describe your company's ability to achieve the established goals of KRTA by identifying resources and technical skills with your company.**

Qk4 stands uniquely qualified to assist KRTA in realizing the goal of identifying, developing, connecting, and promoting a statewide trail program. Qk4's staff of 100 consists of civil and structural engineers, planners, architects, landscape architects, environmental specialists, GIS specialists, surveyors, and right-of-way acquisition specialists. The firm's primary business is the planning and design of public infrastructure improvements and we specialize in water, wastewater, and stormwater systems; roads and bridges; buildings; park and recreational facilities; and right-of-way acquisition. As evident in the similar projects, and resumes, Qk4 staff brings many years of experience in multi-use trails, transportation planning, GIS, GPS, public involvement, and working with governmental entities.

Qk4's clients exhibit their satisfaction with our services by rewarding us with repeat business. The primary goal of the firm is client satisfaction resulting in long-term client relationships. We achieve this goal by always providing cost-effective service tailored to meet the client's needs. The firm prides itself on attention to detail and thorough quality control on all of its assignments. Clients consistently give us high scores and favorable comments on project completion reviews which testify to our commitment to quality.



Architecture Engineering Planning

Groundbreaking by Design.

# REQUEST FOR INFORMATION

## COMPREHENSIVE RECREATIONAL TRAIL MASTER PLAN

Key Personnel

### THOMAS H. SPRINGER, AICP, CEP

Director: Planning and Environmental

**16 YEARS EXPERIENCE**  
**14 YEARS WITH Qk4**

#### EDUCATION

BS / Physical Geography & Environmental  
Studies / 1992

MPA / Urban and Regional Planning and  
Development / 1998

#### REGISTRATIONS

AICP Certification / 1997 / US / 108711  
CEP Certification / 2007 / US / 07040380

#### AFFILIATIONS

American Planning Association  
American Institute of Certified Planners  
National Association of Environmental  
Professionals  
Academy of Board Certified Environmental  
Professionals  
Toastmasters International:  
Past President of Local Chapter  
KY-ACEC:  
Co-Chairman of Transportation Subcommittee

#### CONTINUING EDUCATION

Leadership Oldham County

Section 4(f) Compliance for Transportation  
Projects; National Preservation Institute

NEPA and Indiana Transportation Decision  
Making Process

Community Transportation Innovative Academy;  
Kentucky Transportation Center

Project Managers Boot Camp;  
PSMJ Resources, Inc.

Endangered Species Act Interagency  
Cooperation;  
Federal Highway Administration

"Thinking Beyond the Pavement"  
A Workshop on Context Sensitive Design;  
Kentucky Transportation Center

NEPA and Transportation Decision Making  
Process; National Highway Institute

**Mr. Springer's** work at Qk4 has been primarily in transportation planning and environmental documentation. Tasks for transportation project have included project management, alternatives studies, corridor studies, feasibility studies, Interchange Justification Studies, socioeconomic analyses, community impact assessments, public involvement, technical report writing, CE's, EA/FONSI's, and EIS's, Section 4(f), Section 106, and other tasks as needed. As a Community Planner managing Transportation projects, Mr. Springer puts individual attention into each project to ensure the anticipated benefits are achieved with the least possible adverse effects to local residents and stakeholders. He continually puts forth efforts to identify creative solutions for avoiding or mitigating socioeconomic impacts. Some examples include identifying context sensitive solutions, gateway planning, landscaping, and other enhancements to the sense of place.

#### Eastern Louisville Metro Thoroughfare Plan, Jefferson County, KY

As Project Planner, Mr. Springer did a considerable amount to analysis and writing on this high-profile and complex planning project. This project was initiated to identify the long-term thoroughfare corridor needs in far Eastern Louisville Metro, east of I-265, to be compatible with the City's initiative for the Floyd's Fork Linear Park Master Plan, which includes 1,000's of acres of active and passive parkland, along with anticipated future development. Our process included establishing and managing a multi-agency steering committee, corridor analysis, data analysis, and documentation of the process and recommendations, with a considerable emphasis on context sensitive issues. The planning process also included a detailed Road Safety and Signage Audit on over 100 miles of roadway.

#### Lexington Complete Street Policy; Lexington, KY

As a consultant to WRT from Philadelphia, PA, and Qk4's Project Manager, Mr. Springer's responsibilities included coordinating with local officials, conducting field work and drafting policies for Lexington's Complete Street policy. The end product will be a toolbox of design standards and treatment to meet the needs of all travelers—vehicles, fire and garbage, pedestrian, bicycle, elderly, children, and parking needs.

#### Prospect City Plan; City of Prospect, KY

As Project Manager, Mr. Springer's responsibilities included coordinating and writing a "small area plan" for the City of Prospect, Kentucky and the land surrounding the city. The planning study built on the village concept proposed in the county's comprehensive plan, and included extensive coordination between several County and State agencies. As testimony to his performance, the Mayor of Prospect wrote the following in a letter to our CEO: *"The City got a major bonus when we selected your firm: Tom Springer. ... He has done an outstanding job interfacing with the state.... I can tell you the members of the Council were as impressed as I have been with Tom's quality of work and interest in what we're up to."*



Architecture Engineering Planning

Groundbreaking by Design.

# REQUEST FOR INFORMATION

## COMPREHENSIVE RECREATIONAL TRAIL MASTER PLAN

Key Personnel

### DAVID J. REED, ASLA

Senior Vice President / Architecture and Site Engineer Manager

**25 YEARS EXPERIENCE**  
**21 YEARS WITH Qk4**

**EDUCATION**  
BSLA / 1985 / Landscape Architecture

**REGISTRATIONS**  
1987 / LA / KY / 452

**AFFILIATIONS**  
Kentucky State Licensure Board of Landscape Architects (Past President)  
Kentucky Chapter American Society of Landscape Architects (Past President)

**CONTINUING EDUCATION**  
Warehouse Design and Development  
Bicycle and Pedestrian Planning and Design  
Design and Delivery of Technical Proposals  
Segmental Retaining Wall Design  
Water Quality Design and Specialty Storm  
Drainage Structures and Techniques  
Erosion and Sediment Control

**Mr. Reed** is a Senior Vice President with Qk4, a registered landscape architect, and is currently the department manager for the Site Engineering and Architectural Departments in the Louisville headquarters. He has extensive experience in landscape architecture, site planning and site engineering, which includes coordinating the work of architects, engineers and other allied professionals toward the goals of complex problem resolution and project success.

The following projects where Mr. Reed has been responsible for the site related planning and design of each project and has provided management and oversight of detail design and construction document preparation by others includes:

#### **PARKS AND RECREATION**

##### **Cornerstone 2020 Streetscape Guidelines; Louisville, Kentucky**

David Reed represented Qk4 in a collaboration with other local consultants in the development of the Streetscape Guidelines chapter of the Louisville Metro Cornerstone 2020 Development Code. Mr. Reed's area of expertise, and focus on this effort included the development of bicycle and pedestrian facilities along three major transportation corridors within the Louisville Metro area: River Road, 3rd Street/New Cut Road, and Taylorsville Road.

##### **2005 Louisville Bike Summit; Louisville, Kentucky**

Landscape architect, David Reed, was a participant and presenter at the Summit with a focus on "on-road" solutions. On-road facilities include the development of bicycle trails that are integrated with ordinary traffic through the vitalization of either separate bike laws for the provision of extra width in travel lanes to support both auto and bicycle.

##### **Louisville Riverwalk Master Plan; Louisville, Kentucky**

A Corridor Master Planning Project that Linked Numerous Public Parks with a System of Biking and Pedestrian Walkways Along Louisville's Ohio Riverfront

##### **Hurstbourne Green Sidewalks**

Louisville, Kentucky

##### **Rudy Lane Sidewalks; City of Windy Hills, Kentucky**

Mr. Reed provided primary site design duties as well as oversight for the civil and landscape elements of work.

##### **Rudy Lane Sidewalks; City of Windy Hills, Kentucky**

Mr. Reed provided primary site design duties as well as oversight for the civil and landscape elements of work.



Groundbreaking by Design.

# REQUEST FOR INFORMATION

## COMPREHENSIVE RECREATIONAL TRAIL MASTER PLAN

Key Personnel

### BRUCE S. SIRIA, PE

Senior Project Engineer / Manager

#### 41 YEARS EXPERIENCE 2 YEARS WITH Qk4

#### EDUCATION

BSCE / 1968 / University of Kentucky  
MSCE / 1971 / University of Kentucky  
Institute for Highway and Transportation  
Management, University of Mississippi, 1980

#### REGISTRATIONS

PE / 1973 / KY / 8429

#### AFFILIATIONS

American Society of Civil Engineers  
Kentucky Association of Transportation  
Engineers  
Institute of Transportation Engineers; KY Section  
Chi Epsilon Civil Engineering Honorary  
Tau Beta Pi Engineering Honorary  
Charter Member, TRB Committee on Rural  
Public Transportation, 1978-88  
Member of Charter Class, Leadership Frankfort

#### AWARDS

Governor's Award for Outstanding Public Service

**Mr. Siria** brings 35 years of experience in the field of transportation and community planning: KYTC, 1968-1971, 1974-1985, 1992-1999, and 2000-2007; Spindletop Research, 1971-72; Schimpeler-Corradino, 1973-1974; University of Kentucky 2000; Qk4, 2007-present. His experience includes public sector management, multi-modal transportation systems planning, community planning, recreational transportation planning, transportation corridor planning, traffic safety research, traffic operations and engineering, and transportation policy analysis and development.

***Mr. Siria's Qk4 work while at Qk4 has included the following Kentucky projects:***

#### **KY 1501 Hands Pike Corridor Study, Kenton County**

*Project Manager.* Mr. Siria's responsibilities included Crash and Traffic Analyses, Alternatives Analysis, Environmental Overview and Public Involvement.

#### **US 41-A Green Street Pre-Design Study, Henderson County**

*Transportation Engineer.* Mr. Siria's responsibilities included Crash and Traffic Analyses and Alternatives Analysis.

#### **I-64 Interchange Alternative Study, Jefferson County**

*QA/QC Engineer.* Mr. Siria's responsibilities included peer review of traffic forecasts and project reporting.

#### **Lexington Complete Streets Guidance, Fayette County**

*Qk4 Project Manager.* Mr. Siria's responsibilities included development of a new street classification system and policies for new and existing developments.

#### **Prospect Mobility Study, Jefferson County**

*QA/QC Engineer.* Mr. Siria's responsibilities included peer review of alternative practical solutions for identified safety problems and roadway deficiencies.

#### **US 421 Leestown Road Traffic Forecast, Fayette County**

*QA/QC Engineer.* Mr. Siria's responsibilities included peer review of traffic forecasts.

#### **Downtown Arena Traffic Plan, Jefferson County**

*QA/QC Engineer.* Mr. Siria's responsibilities included peer review of traffic forecasts and project reporting.



Architectural Engineering Planning  
Groundbreaking by Design.

## COMPREHENSIVE RECREATIONAL TRAIL MASTER PLAN

**ANNETTE COFFEY, PE**

Senior Transportation Engineer

**21 YEARS EXPERIENCE**  
**<1 YEARS WITH Qk4****EDUCATION**

BSCE / 1983 / University of Kentucky

**REGISTRATIONS**

PE / 1988 / KY / 15500

**AFFILIATIONS**Kentucky Association of Transportation  
Engineers

With KYTC:

AASHTO Standing Committee on Planning  
representative for various meetingsKentucky Association of Transportation  
EngineersMember of Intermodal Advisory Panel  
Prequalification Committee ChairpersonMember of the Transportation Tourism  
Interagency Committee (TTIC)Office of Intermodal Planning/FHWA Committee  
MemberPresenter - Project Development Academies  
(KYTC), Partnering Conferences

**Ms. Coffey** recently joined the Qk4 team and brings over 20 years of experience in the area of Transportation Planning. Her experience includes overall management, project management, project planning, safety planning, major corridor studies, statewide plan development, multi-modal planning, interchange studies, systems planning, statewide planning, data collection, contract negotiations, and extensive public involvement experience. During Ms. Coffey's last six years with the Kentucky Transportation Cabinet as Assistant Director and Director for the Division of Planning she had supervisory responsibility for and involvement in the rural (including the Area Development Districts - ADDs) and urban transportation planning (including the Metropolitan Planning Organizations – MPOs), multimodal planning, project planning, systems planning, safety studies, ADHS Cost to Complete Study, project planning studies, consultant oversight, oversight, GIS mapping, cartography, roadway data collection, analysis and storage, Scenic Byways, Transportation Enhancement projects administration, Long-Range Statewide Transportation Plan development, air quality, coal haul, safe routes to schools, safety planning, traffic counting, WIM, traffic forecasting and modeling, HPMS reporting, GIS, and cartography. She initiated the concept of First Look Planning Studies which became the Cabinet's first step toward integrating planning analyses with later Design tasks, integrated a safety planning program into rural and urban planning, implemented utilizing GPS technology the creation of a GIS network with high level of accuracy for Kentucky's Highway Network.

At KYTC, Annette served as Director of the Division of Planning responsible for the staff, work plan, and ultimate products of:

- Rural and MPO Planning
- Traffic Data Collection, Processing, Storage and Maintenance
- Traffic Modeling and Forecasting
- Air Quality
- Multimodal Planning – bike, pedestrian, riverports, freight, rail,
- Highway Inventory System
- Systems Planning
- Small Urban Area Studies
- GIS



Architecture Engineering Planning

Groundbreaking by Design.

## COMPREHENSIVE RECREATIONAL TRAIL MASTER PLAN

**D. SCOTT STEPPO, GISP**

GIS Manager

**21 YEARS EXPERIENCE**  
**10 YEARS WITH Qk4**

**EDUCATION**

Assoc /1987/ Civil Design

**CONTINUING EDUCATION**

URISA GIS Program Management Workshop  
 (2009)

LiDAR Best Practices Workshop (2009)

ESRI Certified in ArcGIS; (2001)

ESRI Certified in Arc/INFO; (1999)

ESRI Certified in ArcView; (1999)

ESRI International Users Conference; (2007)

Kentucky State GIS Conference; (1999, 2001,

2002, 2003, 2004, 2006, 2007, 2008)

KAMP Geospatial Summit (2009)

Primavera P3 Certified; (1997)

Primavera E/C; (1997)

**AFFILIATIONS**

GIS Certification Institute (GISCI)

Kentucky Association of Mapping Professionals

2005-current

Kentucky Association of Mapping Professionals

Board Member 2008 - 09, 2009 - 10

Leadership Oldham County Class of 2009

**Mr. Stepro** leads Qk4's full service Geographic Information System (GIS) using ArcGIS 9.3 (Arc/Info). Mr. Stepro's over 20 year's of experience is varied and practical in using a variety of data sources for insuring compatibility of coverage, including shape files, geodatabase, orthorectified imagery, CAD drawings (AutoCAD and Microstation), data-base and library structures . For all of his recent GIS projects, he has used ArcGIS 9.3 for analyses, reports, exhibits and public meeting presentations. Project specific experience includes:

**Louisville Metro Eastern Thoroughfare Plan; Jefferson County, KY**

Mr. Stepro was responsible for using Microstation design files in a GIS environment to show impacts to various environmental/cultural data sets for Environmental and Cultural Assessment/impacts documents. Using GIS, 3d and 2d visualization assesses a project area and finds the potential pitfalls. The findings were reported to design engineers resulting in better designs based on real world conditions. Project specific data was captured from multiple sources (i.e., Subconsultant, USFW, USGS, State datasets etc) and in multiple formats (i.e., field reconnaissance/GIS, cad drawings, object database connections, aerial photography and USGS 7.5 minute topographic quads, digital elevation models) and was incorporated and analyzed using GIS to produce alignments that are ultimately refined in various CAD packages and rechecked against that same data for quality assurance

**FY 05 FEMA/DHS Flood Map Modernization, Trimble and Gallatin Counties, Kentucky**

In partnership with FEMA/DHS and KYDOW, Qk4 as a consultant to FMSM, is involved in the modernization of DFIRM maps in Kentucky, specifically in Trimble and Gallatin Counties. Modernization is FEMA's approach to updating the Nation's flood hazard maps. Map Modernization transforms flood maps into a more accurate, easier-to-use, and readily available product. Updated, digital flood maps will become the platform for identifying multiple hazards-not just floods. Specifically, Map Modernization will achieve the following goals:

- Create a premier hazard map collection and technically advanced delivery system to support risk management.
- Achieve effective program management by sharing responsibilities and aligning partner missions.
- Build and maintain mutually beneficial partnerships by communicating hazard risk information.
- Establish better understanding of where to obtain flood hazard data and how to use the information for sound mitigation decisions.



Groundbreaking by Design.

## COMPREHENSIVE RECREATIONAL TRAIL MASTER PLAN

**Ohio River Levee Bikeway & Pedestrian Trail**

Louisville, Kentucky



Qk4 designed a linear recreational trail for bicyclists, runners, hikers, sightseers, and river fanciers for the Louisville Metropolitan Sewer District (MSD). MSD's goal is to reintroduce local residents to the beauty of the Ohio River and create natural connections between neighborhoods along the Ohio River. The project also addresses the levee's erosion problems.

The \$435,000 facility is 3.5 miles in length, 8 feet wide, and located along the top of an earthen levee between Riverview Park at Greenwood Road and Riverside-the Farnsley Moreman Landing, in southwestern Jefferson County. It is one of the first "greenways trails" in the area. This project includes intersections with active rail lines and connections to existing roadways. Connections and spurs to serve existing points of interest along the trail are also provided. The trail is designed for handicapped accessibility, and serves pedestrians and bicyclists. The path is constructed of recycled asphalt taken from other MSD projects.

This project included \$100,000 in federal grant money. Local support comes from the city of Louisville, Jefferson County Government, the Louisville-Jefferson County Parks Department, River Fields, and several private-sector interests, as well as from MSD.

**Complete Streets Design Standards**

Fayette County, Kentucky



Qk4, serving as a subconsultant, is currently developing a Complete Streets Manual for the Lexington-Fayette County (KY) Urban County Government. Through an extensive public involvement program including LFUCG staff from various disciplines, the LFUCG Planning Commission, various community stakeholders such as police, fire, state DOT, university representatives, as well as advocates for bicyclists and disabled persons, and meetings with the general public, diverse (and sometimes conflicting) ideas within the community were heard and synthesized into a coherent vision for new and retrofitted street development standards.

Revisions were recommended to historic street classification systems toward a new classification scheme that:

- Focused on providing a balanced approach for transit vehicles, bicyclists, and pedestrians as well as automobiles and trucks.
- Recommended street cross-section zones that fostered implementation of this balanced approach.
- Focused on flexible guidelines rather than rigid standards



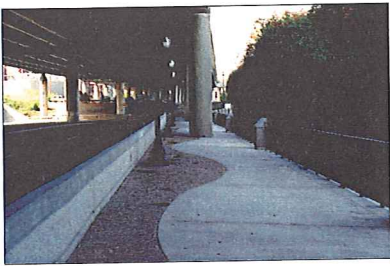
# REQUEST FOR INFORMATION COMPREHENSIVE RECREATIONAL TRAIL MASTER PLAN

Qk4's Similar  
Project Experience

## Louisville Riverwalk Master Plan Louisville, Kentucky

Qk4 prepared a master plan and conceptual design study for the city of Louisville in two segments. The design of the first segment of the Riverwalk construction, included a three block long portion of the walkway along River Road from the Fourth Street Wharf to the entrance of the Science Museum at Seventh Street. The first phase also included an Ohio River overlook and plaza area at the western terminus of the project. This circular plaza has concrete benches and built-in planting areas between the retaining wall adjacent to River Road and the overlook.

The six-mile-long Riverwalk urban trail extends from Louisville's downtown wharf westerly along a portion of the CSX railway to Shawnee and Chickasaw parks. This trail expands upon Louisville's open space network, and a park system planned by the eminent landscape architect, Frederick Law Olmsted. The trail is designed to promote both educational and recreational opportunities along the riverfront.



Designed as a multi-purpose walking, jogging, and biking path, the trail provides public access to the Ohio River. With educational and environmental stations along its route, school children, tourists, naturalists and the public at large learn of cultural and historical features and the role of the river in the city's development.

Qk4 coordinated concerns of many groups, including the City, Waterfront Development Coordination, the Corps of Engineers and the Kentucky Transportation Cabinet. Qk4's master plan for Riverwalk received special recognition from the American Society of Landscape Architects, Kentucky Chapter.

## Lorraine Park and Trailhead Rockdale County, Georgia

Qk4 was hired by Rockdale County to prepare design plans, construction documents, specifications and development permit applications for a 4.37 acre park and trailhead located along Georgia Highway 138, at the South River, in southwestern Rockdale County.

The design will include parking, a picnic pavilion, a restroom building, a playground, trails and sidewalks, two wooden river overlooks and landscaping. The project will provide an important access point to the planned South River Trail system, as well as a community park. The South River Trail is envisioned as a 12-foot wide multi-use trail that will follow the South River in DeKalb and Rockdale counties.

The site is located along the South River and much of the site is within the 100-year flood plain. The site was an automobile junkyard, and this use left the site in a highly degraded state. A small spring arises on site, but the resulting stream channel (a state water) is highly degraded from concrete pavement that had been placed on site. Qk4's design will provide for environmental restoration of the spring and stream channel as part of a series of bio-swales and rain gardens intended to provide water quality treatment on site. Additionally, the stream buffer along the South River will be enhanced and restored with new plantings.



Architecture Engineering Planning  
Groundbreaking by Design.

# REQUEST FOR INFORMATION COMPREHENSIVE RECREATIONAL TRAIL MASTER PLAN

Qk4's Similar  
Project Experience

## City of Prospect Multi-Use Trail Project

Jefferson County, Kentucky

Qk4 recently completed a Preliminary plan detailing the alignment of the "Prospect Trail Connector." The City has a vision to link all residents, neighborhoods, businesses, restaurants, shopping centers, the Harrods Creek Marina, civic uses, library, and city hall with a walking and biking trail. This vision has been articulated by an artist rendering of the Prospect Village Center being linked along the east side of the city's US Highway 42, with this path from River Road to the Bridgepoint Subdivision entrance.

Qk4 drafted numerous alternative alignments for trail improvements within the city limits. Through a series of discussions, field meetings, and aerial photograph review sessions, a conceptual alignment was determined. This preliminary route was then field located, reviewed by numerous stakeholders, and then walked with interested parties. The draft alignment was also the subject of extensive discussions with the City Council before a final alignment was selected.

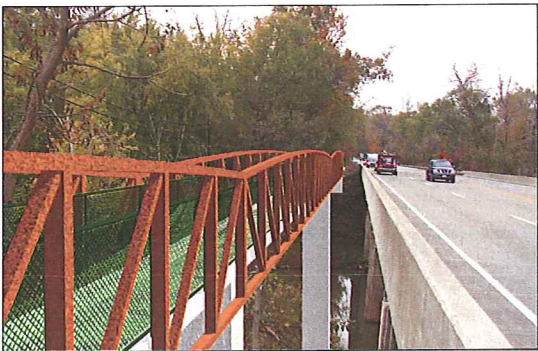
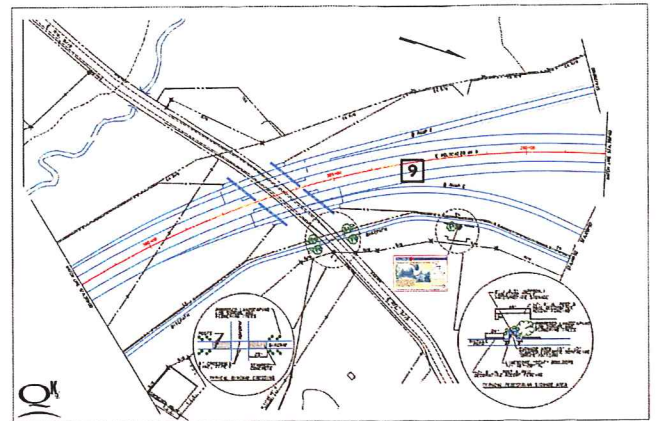
Then Qk4 prepared the Connector Trail Preliminary Plan, detailed report, phasing plan, and cost estimate. During this process, our office prepared a 3-D photo simulation of the trail bridge crossing Harrods Creek adjacent to US Highway 42.

The final report was delivered to the City of Prospect in February 2008. This report has been used in discussions with the residents of the City, adjacent neighborhoods, and with the consultants planning the Louisville Metro Loop Project.

## WV 9

Jefferson & Berkely Counties, West Virginia

The design of this project is nearly complete, including approximately 6 miles of 4-lane divided highway. Unique aspects of this project include a bike path design for the entire length of the project, including trailhead design, landscaping and interpretive signage along the corridor. In addition, Qk4 provided wetland impact minimization design, avoidance and buffering of numerous historic properties, and access design for future development.



Groundbreaking by Design.

## 2005 Louisville Bike Summit

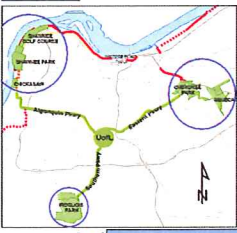
### Louisville, Kentucky

Qk4 was both a supporter and participant in the Louisville Bike Summit in 2005. The purpose of the Summit was to raise awareness of biking in the community and to explore ways Metro Louisville can expand and improve its bicycling trails and infrastructure and work to become a more bicycle friendly community.

Landscape architect, David Reed, was a participant and presenter at the Summit with a focus on "on-road" solutions. On-road facilities include the development of bicycle trails that are integrated with ordinary traffic through the vitalization of either separate bike laws for the provision of extra width in travel lanes to support both auto and bicycle.

One of the key initiatives resulting from the 2005 Bike Summit was the recommendation that the Louisville Bike Trail System be expanded to include a linking of the Olmsted Parks, Cherokee, Iroquois and Shawnee, and the introduction of a multi-use trail system along the parkway connectors to these facilities.


### The Proposed Olmsted Urban Routes



- Consider creating bicycling routes along Eastern, Algonquin, and Southern parkways, total of more than 25 miles
- Connect Shawnee, Cherokee, and Iroquois parks at or near UofL.

### What is an On-road facility?

-a roadway that accommodates both bicycles and motor vehicles, a few examples:



11

3

Louisville Bicycle Summit 2005

## Priority Bikeway Corridors Cornerstone 2020 Streetscape Guidelines

### Jefferson County, Kentucky

Qk4 collaborated with other local consultants in the development of the Streetscape Guidelines chapter of the Louisville Metro Cornerstone 2020 Development Code. Qk4's area of expertise, and focus on this effort include the development of bicycle and pedestrian facilities along three major transportation corridors within the Louisville Metro area: River Road, 3rd Street/New Cut Road, and Taylorsville Road.

Each corridor was selected as primary routes within the city, and each contain connections to public parks and recreation facilities: The River Road corridor is a designated scenic byway and has multiple riverfront park facilities along its route from the downtown out to the City of Prospect; the 3rd Street/New Cut corridor connects Iroquois Park and the Jefferson Memorial Forest; and the Taylorsville Road Corridor connects with Cherokee and Seneca Parks to the west and the planned Floyds Fork Recreation Corridor to the east.

Work included the development of a phase one implementation plan to provide on-road bicycle facilities within each of the three focus corridors; work also included consideration for connections to each of the recreation facilities along the corridors.



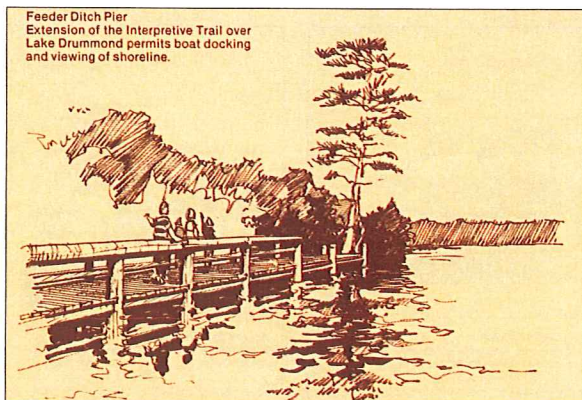
## COMPREHENSIVE RECREATIONAL TRAIL MASTER PLAN

## Great Dismal Swamp National Wildlife Refuge

North Carolina and Virginia

A Public Use Development Plan for the U.S. Fish and Wildlife Service's 63,500-acre Great Dismal Swamp National Wildlife Refuge in North Carolina and Virginia was prepared by Qk4. The Dismal has a diverse ecosystem in all respects: geological, animal, vegetative, hydrological, soils; and it is historically and archaeologically significant (George Washington did, indeed, sleep there). The soils are both organic and mineral, and the former is very sensitive. Botanically, the swamp is the interface between northern and southern coastal plain swamp vegetation. There is locally rare vegetation in the swamp, as well as proposed endangered species. There is a great diversity of habitat in the swamp, leading to an equally great diversity of fauna. Hydrologically, the ground water and surface water are closely related in the swamp. As a result, the FWS's primary objective is to manage the area while providing maximum protection to the environment; while its secondary objective is to provide wildlife-oriented educational and recreational opportunities to advance the public knowledge and appreciation of wildlife. We were hired to help FWS achieve the latter goal within the constraints of the former.

The plan involved an inventory and assessment of natural and man-made resources; determination of the demand and ultimate, maximized and optimized capacities for each public use including significant public input; a development plan detailing proposed facilities, costs, priorities, and a schedule for implementation of actions; and an Environmental Assessment.



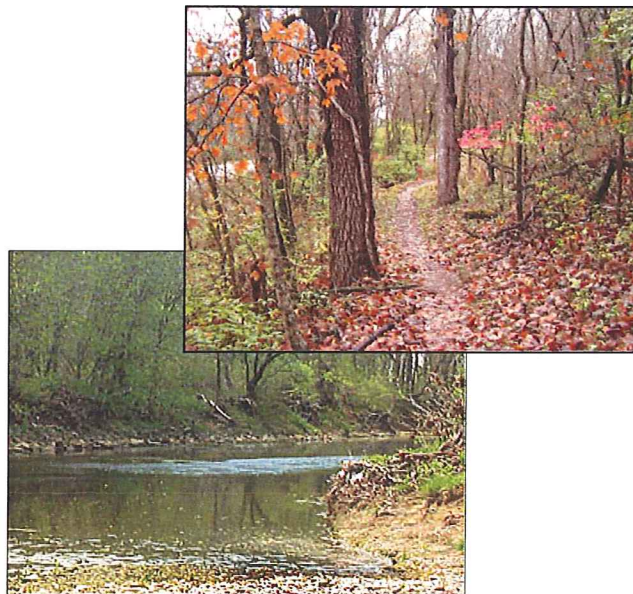
## Louisville Metro Eastern Thoroughfare Plan

Jefferson County, Kentucky

Qk4 prepared a transportation plan to support the largest open space initiative in over 100 years in Louisville. The City and a number of philanthropists and non-profit organizations are acquiring thousands of acres along Floyds Fork in eastern Jefferson County. These properties will be placed in conservation and used for a mix of active and passive recreational uses. The vision is to provide for Louisville today what Fredrick Law Olmstead provided for Louisville over 100 years ago.

The Floyds Fork Greenway corridor is beautiful, rural, and one of the greatest and extensive natural areas in Jefferson County. While the extensive park system will preserve the corridor, it will also attract development and numerous trips to the recreational areas.

Qk4 prepared context sensitive solutions for the location and design for both collector roads paralleling the park and access roads to the recreational elements and nodes. The Olmstead Legacy of parks is linked by a beautiful set of corridors—Eastern Parkway, Northwestern Parkway, Algonquin and others—that are as much of a treasure and asset to the community as the parks themselves. Our vision will be to plan a road network for the Floyds Fork Parks akin to those landmarks.



Architecture Engineering Planning

Groundbreaking by Design.



Architecture Engineering Planning

*Groundbreaking by Design.*

## OFFICE LOCATIONS

### Florida

1453 North US Highway 1, Suite 29  
Ormond Beach, Florida 32174  
(386) 589-8258

### Georgia

3169 Holcomb Bridge Road, Suite 455  
Norcross, Georgia 30071  
(404) 329-5900 Fax: 329-5901

### Indiana

3317 Grant Line Road, Suite 102  
New Albany, Indiana 47150  
(812) 948-8888 Fax: 945-4538

### Kentucky – Corporate Headquarters

815 West Market Street, Suite 300  
Louisville, Kentucky 40202  
(502) 585-2222 Fax: 581-0406

### Kentucky

1410 Versailles Road, Suite 11  
Frankfort, Kentucky 40601  
(502) 352-2197 Fax: 352-2199

### Tennessee

1135 Volunteer Parkway, Suite 16  
Bristol, Tennessee 37620  
(423) 989-0904 Fax: 989-0905

### West Virginia

802 B Street, Suite 200  
St. Albans, West Virginia 25177  
(304) 201-8980 Fax: 201-8983